

In The Claims:

1. (Cancel)

2. (Currently Amended) A method as recited in claim [[1]] 9 wherein generating a reverse direction signal comprises generating a reverse direction from a shift lever.

3. (Currently Amended) A method as recited in claim [[1]] 9 wherein generating a reverse direction signal comprises generating a reverse direction from a push button.

4. (Currently Amended) A method as recited in claim [[1]] 9 wherein generating a reverse direction signal comprises generating a reverse direction from a transmission controller.

5. (Currenty Amended) A method as recited in claim [[1]] 9 wherein generating a reverse direction signal comprises generating a reverse direction from a wheel speed sensor.

6. (Currently Amended) A method as recited in claim [[1]] 9 wherein applying brake-steer comprises applying at least one brake at a first wheel to reduce a vehicle turning radius.

7. (Currently Amended) ~~A method as recited in claim 1 wherein applying brake-steer comprises~~ A method of controlling an automotive vehicle comprising:
generating a reverse direction signal corresponding to a reverse direction of the
vehicle; and
applying brake-steer in response to the reverse direction signal by applying an
increased drive torque to a second wheel relative to a first wheel.

8. (Currently Amended) A method as recited in claim [[1]] 9 wherein applying brake-steer comprises applying brake-steer to a front wheel.

9. (Currently Amended) ~~A method as recited in claim 1 wherein applying brake-steer comprise~~ A method of controlling an automotive vehicle comprising:
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal by proportioning brake-steer between a front wheel and a rear wheel.

10. (Original) A method as recited in claim 9 wherein proportioning comprises proportioning between the front and rear wheel in response to a transfer case mode.

11. (Currently Amended) A method as recited in claim [[1]] 9 further comprising determining a steering wheel angle and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel angle.

12. (Currently Amended) ~~A method as recited in claim 1 further comprising~~ A method of controlling an automotive vehicle comprising:
determining a yaw rate;
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal and wherein
~~applying brake-steer comprises applying brake-steer in response to the reverse direction signal~~
and said yaw rate.

13. (Currently Amended) ~~A method as recited in claim 1 further comprising A~~ method of controlling an automotive vehicle comprising:
determining a steering wheel torque;
generating a reverse direction signal corresponding to a reverse direction of the vehicle; and
applying brake-steer in response to the reverse direction signal ~~determining a steering wheel torque and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal~~ and steering wheel torque.

14. (Currently Amended) A method as recited in claim [[1]] 9 further comprising determining a steering wheel angle and a vehicle velocity and wherein applying brake-steer comprises applying brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity.

15-26. (Cancel)

16. (Original) A control system as recited in claim 15 wherein said means comprises a shift lever.

17. (Original) A control system as recited in claim 15 wherein said means comprises a push button.

18. (Original) A control system as recited in claim 15 wherein said means comprises a transmission controller.

19. (Original) A control system as recited in claim 15 wherein said means comprises a wheel speed sensor.

20. (Original) A system as recited in claim 15 wherein said controller is programmed to apply brake-steer by applying a first brake and a second brake to reduce the turning radius of the vehicle.

21. (Original) A system as recited in claim 15 wherein said controller is programmed to apply brake-steer by applying at least one brake at a first wheel to reduce a vehicle turning radius.

22. (Original) A system as recited in claim 15 wherein said controller is programmed to apply brake-steer by applying an increased drive torque to a second wheel relative to the first wheel.

23. (Original) A control system as recited in claim 15 further comprising a steering wheel angle sensor generating a steering wheel angle signal, said controller programmed to apply brake-steer in response to the reverse directional signal and the steering wheel angle signal.

24. (Original) A control system as recited in claim 15 further comprising a yaw rate sensor generating a yaw rate signal, said controller programmed to apply brake-steer in response to the reverse direction signal and yaw rate signal.

25. (Original) A control system as recited in claim 15 further comprising a steering wheel torque sensor generating a steering torque signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering torque signal.

26. (Original) A control system as recited in claim 15 further comprising a steering wheel angle sensor generating a steering wheel angle signal and a vehicle velocity sensor generating a vehicle velocity signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity signal.

27. (Original) A vehicle comprising:
a shift lever having a reverse position generating a reverse position signal; and
a controller coupled to the shift lever, said controller applying brake-steer in response to the reverse position signal.

28. (Original) A vehicle as recited in claim 27 further comprising a transfer case having a transfer case mode, said controller changing the transfer case mode based on brake-steer.

29. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying a first brake and a second brake to reduce the turning radius of the vehicle.

30. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying at least one brake at a first wheel to reduce a vehicle turning radius.

31. (Original) A vehicle as recited in claim 27 wherein said controller is programmed to apply brake-steer by applying an increased drive torque to a second wheel relative to the first wheel.

32. (Original) A vehicle as recited in claim 27 further comprising a steering wheel angle sensor generating a steering wheel angle signal, said controller programmed to apply brake-steer in response to the reverse directional signal and the steering wheel angle signal.

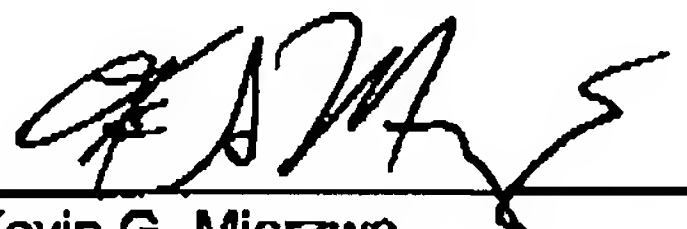
33. (Original) A vehicle as recited in claim 27 further comprising a yaw rate sensor generating a yaw rate signal, said controller programmed to apply brake-steer in response to the reverse direction signal and yaw rate signal.

34. (Original) A vehicle as recited in claim 27 further comprising a steering wheel torque sensor generating a steering torque signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering torque signal.

35. (Original) A vehicle as recited in claim 27 further comprising a steering wheel angle sensor generating a steering wheel angle signal and a vehicle velocity sensor generating a vehicle velocity signal, said controller programmed to apply brake-steer in response to the reverse direction signal and steering wheel angle and vehicle velocity signal.

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Respectfully submitted,



Kevin G. Mierzwa
Registration No. 38,049
Attorney for Appellant

Date: 7/13/05

Artz & Artz, P.C.
28333 Telegraph Road, Suite 250
Southfield, Michigan 48034
(248) 223-9500